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Hongkong, 2nd November, 1909. [1373]

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SUITABLE FOR SHIPYARDS AND BUILDERS.
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VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—
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1ST SALOON £71.10 SINGLE; £106.14 RETURN.
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Hongkong, 22nd November, 1909. [37]

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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
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APPROACH FROM KENNEDY ROAD AND
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ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to— Mrs. E. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

DONT "BATCH" IN BATCHES!!!
WHEN you may have ALL the Comforts
at less Cost at
THE WAVERLEY,
PRIVATE BOARDING HOUSE,
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Newly decorated and fitted with every modern
convenience.
Cuisine unexcelled.
Tennis Court.
Terms, Just right!
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Hongkong, 1st November, 1909. [1328]

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MACAO.**
THE Hotel is under European manage-
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food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sai Au and Sai Toi) daily to
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from Canton, give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a196] THE MANAGER.

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SITUATED ON THE BRITISH CONCESSION.

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Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIPS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1623]

REMOVAL NOTICE.
THE SWATOW DRAWN WORK CO.
have REMOVED from N. 39,
Wellington St. to their New Premises, No. 17,
QUEEN'S ROAD CENTRAL (lately
occupied by Madame Flint).
Hongkong, 20th November, 1909. [1432]

RANDOM REFLECTIONS.

I wonder if Kipling would have revised his famous utterance on the subject of muddled oafs and flannelled fools had he been in Hongkong during interport cricket week. The "muddled oafs" were certainly not as apparent as in some English crowds—there was only one spectator who called attention to himself, and he was a visitor who had probably been looking on the wine when it was red—and as for the "flannelled fools," he would be a brave man, or rather a rash man, who would apply the term to any of the men on the field. They were all keen commercial or professional men, and showed themselves as belonging to that type beloved of the good amateur sport who knows how to "play the game."

If anything were needed to illustrate the sporting instincts of the community, it was supplied by the large numbers which daily found their way to the Cricket Ground. All classes were represented, from His Excellency the Governor down to the schoolboy and the open-eyed wondering Chinese "kid." At the same time, it occurred to me that there must have been quite a number of assistants dodging work, showing that human nature is much the same in Hongkong as in England.

Hongkong emerges as champions of the interport triangular contest and Shanghai takes the wooden spoon.

Talking of cricket reminds me of the paragraph I read the other day about ladies in cricket clubs. Down in Penang a proposition was submitted at the annual meeting of the Cricket Club that ladies be allowed the full use of the upper floor of the Club with the exception of the men's card-room and the Secretary's room, and the resolution was opposed by one gentleman on the ground that the Club was a refuge from domesticity. Married men with worrying spouses or teething babies will naturally sympathize with this argument, but it seems as if the days when men can isolate themselves in their clubs are departing. Occasionally ladies are admitted on sufferance to certain hitherto exclusively masculine resorts, but Americans are showing the way by taking their wives nightly to their clubs and seeking amusement jointly, instead of the husband pursuing his selfish inclinations. It is interesting to note that the resolution to admit ladies to the Penang Cricket Club was carried, and we now expect the members of that institution to be the most refined in the East.

In view of St. Andrew's Day, when Scotsmen meet to tell each other and their favoured guests that they are the salt of the earth, local Scots will probably thank me for calling attention to the first annual report of the Carnegie Hero Fund, which shows that the average number of heroes to the acre in Scotland is nearly twice what it is in England, four times what it is in Ireland, and three times what it is in Wales. "Ladies and gentlemen, once more the old toast: Here's to our heroes, who's like us?"

There is one newspaper comment on this report which I grieved me to read. It was that noting the distribution of the nation's heroes. It pointed out that "heroes seem to shun the west coast of Ireland, and Cornwall and Devon, and all the southern English counties are quite unheroic." Dear me, how sad! What have the men of the "delectable ducacy" or "glorious Devon" to say to this charge? Probably the chairman of the local Devonian Society can throw some light on the subject when they discuss Devon and older and other things at their annual dinner. It may be that Devon's loss of heroes is Hongkong's gain!

Thursday's pageant at the unveiling of the statues and the naval review were most inspiring spectacles, and amply compensated for the loss this year of the usual picturesque display at the Happy Valley. By the bye, what is the nomenclature of that Square which was the scene of Thursday's function? Apparently it has not yet been officially named, and both names, Royal Square and Statue Square, are used indiscriminately. Wouldn't it be as well to settle the point at once?

Mr. Shelton Hooper has a rare nose for irregularities. He made public a most extraordinary situation on Tuesday when he informed the Board that the monument, application for permission to erect which was before the meeting, had already been erected. No wonder that the members of the Board complain that they are not being treated properly.

Our new knight prefers to be known as Sir Henry May and not as Sir Francis.

American visitors make queer mistakes in Hongkong. On Thursday two of them wandered into Government House during the ball preparations and wanted to know where the tea was being given. Their mistake was not so bad as another couple who were under the impression that the Governor's residence was a museum and wished to know where the animals were.

How like Lord Kitchener to return to Hongkong unannounced on Friday and to busy himself in a comparatively unobtrusive manner by looking at Chinese porcelain.

A newly married Captain and his wife, of Bangkok, who were recently taking their honeymoon trip in the Captain's steam lighter had the good fortune to save a dozen Chinese lives and a Bangkok paper remarks:—"Were the old Chinese idea to hold good, i.e. that if you save a person from drowning you have to provide for him for the rest of his natural life. Capt. Groschmann and his wife would start their married life with rather a bigger family to provide for, than even their worst enemy could wish them." What authority I wonder, really exists for the idea that if a Chinaman saves a person from drowning he has to provide for him for the rest of his natural life? I believe it never did have any foundation in fact.

RODNEY RANDOLPH.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

26th November.

KING'S BIRTHDAY CELEBRATION.

Shamshen was yesterday on fete because of the King's Birthday celebration. The whole foreign settlement appeared to observe the day as a public holiday and the weather was perfect. The British Consulate was, of course, the centre of attraction, but all the gardens on the British Concession and the football field were profusely decorated with flags and lanterns. In the river were anchored the "Clio," "Virago" and "Janus" from His Majesty's Fleet serving on the China Station, and these vessels were dressed in bunting for the occasion. The German and French gunboats in the river were also decorated, as was also a Chinese revenue steamer. The river boats were also made very gay for the occasion. At about 11 a.m. Admiral Li, accompanied by several high Chinese officials, arrived in his fine motor yacht the "Tin On." This is a magnificent vessel of 100 horse-power and is fitted with two machine guns and a fine stand of small arms. The Shamshen Guard was drawn up to receive them, and presented arms as the Admiral and suite entered the Consulate, to call on Mr. Jamieson, H. B. M.'s Consul-General. The Vice-roy did not call. Outside the Consulate was the band of the 13th Rajputa, and the fine appearance of the Indians was admired by all. The playing of this band is a revelation of what the Oriental can do in the way of music, and Bandmaster, Cole, deserves all praise and congratulation for the remarkably good playing of his band. As soon as the Chinese officials had made their call the foreign residents proceeded to pay their respects at the Consulate. The various Consuls in their uniforms and the naval officers from the foreign gunboats were the cynosure of all eyes. A high dignitary of the Roman Catholic Church was also among those who called. As twelve o'clock sounded there was a grand salute from the warships in the river, and the band played the opening bars of "God save the King." The official ceremonies then concluded. Shamshen was a veritable Babel on a small scale yesterday, and English, German, French, Swiss, Portuguese, Italians, Japanese and Chinese, as well as representatives of more than one Indian race, were among the crowd. The afternoon was taken up with sports, which gave great pleasure to all who witnessed them. Perhaps the most relished of all the items was a pillow fight, while the antics of a couple of clowns amused the native spectators immediately. Later in the evening there were concerts, which were well attended and much appreciated, and there is no doubt that most of the residents of Shamshen had a really fine time.

CAPTURE OF BANDITS.

The officer in charge of certain districts on the Kwong Sai border recently marched through these places with a strong body of troops to restore order which had been lost through various rumours of a French invasion of Kwong Sai. While on the march and passing through a place called Tak Hing an informer notified the officer that a notorious bandit was living in a cave in the locality with a company of desperadoes. The officer at once headed a detachment of troops to go to the place, and after a fierce fight the robber chief with five of his followers were captured. In the cave were found a number of women whom the robbers had captured from various villages. These were set free and a trial was at once held of the bandits. As these confessed their crimes they were beheaded without further delay. This procedure is in accordance with a newly established rule. The Vice-roy was notified of this affair and the company then resumed its march.

POLICE.

Owing to the lax discipline existing in various police stations the Tao-tai of Consular recently issued orders that no officer or constable was to leave the station without leave; such leave having been obtained, he was to notify the man in charge of the station where he was going and where he could be found in case of an emergency. Not having much faith in his subordinates, it is reported that the Tao-tai disguised himself, and during the third and fourth watches of two consecutive nights visited several police stations and took particular note of those who had disobeyed his orders.

CONFUCIAN SOCIETY.

In Canton, Hongkong, and Macao great efforts are being made by prominent Chinese to found a Confucian Society, having as its object the establishment of the cult of Confucius over the whole of China instead of the present degrading system of worship in vogue. While this movement has met with a ready response in the places above mentioned, and while large subscriptions have been received, the movement has made but little progress in the villages. It must, therefore, be gratifying to the promoters of the scheme to hear that an important village in the Pan Yu district has held a meeting relative to this subject and has agreed to fall in line with what is being done in Canton and other places.

OPPIUM.

While very active measures are being taken to restrict the sale of opium in the City the anti-opium laws do not seem to have much force in the outlying districts. In fact it is reported that the opium trade is indeed very brisk in some villages, and in one place it is said that over 300 taels worth are retailed daily. The other day I was having a conversation with a confirmed opium smoker, when I hinted that he must now have some difficulty in procuring his favourite drug. He smiled a superior smile and said that any amount could be obtained even in the city, if one had sufficient money with which to grease the palms of certain officials! Thus it is that even the wisest measures of the Government are frustrated by those entrusted to carry them out.

JUBILEE OF THE GERMAN CLUB HONGKONG.

On Saturday the German community of Hongkong celebrated the jubilee anniversary of the establishment of the Club Germania, H.E. the Governor, the members of the Hongkong Club, and others had been invited to the "At Home" in the morning, when the occasion was honoured by a toast. The interior of the Club premises had been tastefully decorated for the occasion with greenery and flowers. On the facade of the building a huge "50" had been placed, and a new flag with a similar legend was hoisted on the flagstaff. Several German merchant steamers were in port on Saturday and these dressed ship in honour of the occasion.

Punctually at eleven o'clock, the Band of the Buffs struck up the British National Anthem by way of greeting the arrival of H. E. the Governor, who was attended by Captain Mitchell Taylor, A.D.C., and Captain Simson, private secretary. His Excellency was received by the committee of the Club and escorted to the spacious dining-room, where a large gathering had already assembled. In the unavoidable absence through indisposition of Mr. G. Binder, the President of the Club, the leading role in the day's proceedings devolved upon Mr. A. Becker, the members of the Committee supporting him being Messrs O. Wagner, T. Emil Meyer, L. Orloff, O. Meyer, H. Wamsloh, C. M. Mayer and G. P. Laumert. Mr. E. Nidhart, the oldest member of the Club, was also associated with the Committee who received His Excellency.

Among the guests were Sir Henry May, K.C.M.G., and several of the Consuls. Commodore Lyon was prevented from attending at the last moment, but was represented by his Secretary, Lieut. Blackthorn, Mr. H. P. White, Chairman of the Hongkong Club and many members of that institution were present. The proceedings having opened with the loyal toasts, Mr. Becker, speaking in German, sketched the history of the Club. He said that on the 29th November, 1859, German residents who had established themselves in this distant British Colony, so far away from the Fatherland, decided on the formation of a Club in which they might feel themselves at home. The Club was started in a small way, at a time when the commerce of the Colony was in its infancy, and the German merchants had to battle against unfavourable trade conditions and an unhealthy climate. But energy and fortitude overcame these initial difficulties. The Club opened in a small house at Wanchai, but grew with the trade of the Colony, and after twelve years the small building was vacated for more commodious premises in Wyndham Street, which the growing membership list necessitated. In these premises the Club existed for about thirty years, and there many happy hours were spent, and many festivities celebrated. German trade and shipping continued to grow and with them the German community and German interests. Consequently the membership roll and the financial stability of the Club Germania increased, and the premises in Wyndham Street lacked the necessary accommodation. Members then decided that it was desirable to have a Club House of their own, instead of renting a building, and thus came about the erection of the present Club-house, which was a work of considerable labour and heavy financial calls on members' purses. But their object was accomplished, and he thought they could be justly proud of their success. All Club members were proud of their present building, and they trusted that the Club Germania would continue to flourish. In concluding, Herr Becker, speaking in English, said:—Gentlemen, I cannot let this opportunity pass without thanking His Excellency the Governor and our other guests for having given us the honour and pleasure of their presence to-day at the celebration of our 50th anniversary. The members of the Club Germania have always been glad to welcome their English friends to their premises, and we trust that the friendship and good feeling hitherto existing will continue in future. Members of the Club Germania, I ask you to drink to the health of His Excellency the Governor, Sir Frederick Lugard, and our other British guests.

The toast was received with hearty cheers. His Excellency in acknowledging the compliment said:—Herr Becker and Gentlemen, I wish success to the Club and I congratulate you most heartily on the attainment of the fiftieth anniversary of the foundation of this Club. I understand that since 1902 you have been housed in this fine building which I have the pleasure of visiting for the first time to-day, and I hope it will not be the last. (Applause.) I understand a speech is not required of me to-day. At any rate, I have not the value to make one in any circumstances. I wish to associate myself with Herr Becker in the hope that the good relations and friendly rivalry which have existed between the Germans and the British will continue to exist and that those feelings will ever promote the Colony of which we are the joint citizens. I wish success to the German Club. (Applause.)

A group photograph, with H.E. the Governor and Herr Becker as the central figures, was subsequently taken in front of the main entrance. Many congratulatory telegrams were received not only from German Clubs in the East—Taichang, Shanghai, and Kobe—but two from Hamburg. One came from the German China Association, a translation of which runs:—"On the occasion of the 50th anniversary celebrations, the members of this Association send friendly greetings and heartiest congratulations and wish the Club continued prosperity and joyful permanence. A moment will follow from Old Friends of the Club." The other, which gave simply, "Heartiest Greetings," was signed by the following well-known Hongkong names:—Friedland, Goosmann, Haupt, Heyde, Panzen, Kats, Lauts, Marchfeld, Melchers, Michaelson, Rogge, Schellhase, Schomburg.

The celebrations were continued yesterday by a picnic, for which the commodious river steamer *Hengshang* had been specially chartered.

LOCAL SPORT.

RESULTS AT A GLANCE.

LEAGUE FOOTBALL.

First Division.
Buffs, 4. Naval Yard, 1.
Brewster (2), Taylor (2), Sullivan (1).
R.E., 6. Kowloon, 1.
Brown (3), Blackwell. Beadmore kicked in to his own goal.

Second Division.
83 Coy. R.G.A., 9. Moslem, 1.
87 Coy. R.G.A., 3. B.O.C.C.
D. Coy. Buffs, 4. Lusitana, 0.

CRICKET.
Interport.
Straits, 240 and 150. Shanghai, 239 and 150.
for 6 wickets.

League.
Buffs, 99. Police, 40.
Friendly.
A.O.D., 85.

FOOTBALL.

First Division.

R. E. v. Kowloon.

These teams met on the Military Ground.

The teams were:—

R. E.—Brown; Beadmore and Morgan;

Lo Grove, Barton and Durrant; Jackson and

Blackwell; Brown; Taylor and Ormond.

Kowloon—Foulkes; Van Ginkel and

Lapley; Bishop, Storrie and Clements; Hedley

and Morris; Brown; Wilkie and Mead.

As the first match in the League competition

resulted in a draw, the Sappers were then

going strong, the Kowloonites had great hopes of

securing a brace of points in the return game.

Opening the game Brown and his clever quintette

were soon dangerous, but wild shooting

prevented their first efforts from being effective.

The Sappers, up to this period erratic and

disjointed, settled down, and the ball was soon

in the vicinity of the visitors' goal; but Taylor

missed a splendid opportunity by falling over

himself when in a good position. From the

kick-off Ormond secured the leather and took

Foulkes unawares with a shot which found its

way into the net after the latter had apparently

got it safely in his hands. From a corner-kick

Blackwell scored in a sortie in front of the

Kowloon goal. A free-kick for hands against

Blackwell was well placed by Van Ginkel, and

Beadmore in trying to clear mis-kicked the

ball into his own net. Half-time scores were:

R.E., 2; Kowloon, 1.

The second moiety was very much in favour

of the soldiers, their new combination readily

adapting themselves to each others' methods.

Four goals were scored, Brown, the Sappers' centre-

forward, scoring three, and the other being

from the toe of Blackwell. The game ended in

an easy win for the home team by six goals to

one.

NAVAL YARD 5. BUFFS.

This match was played on the Naval Ground

on Saturday afternoon before a large crowd of

spectators. The teams were:—

Naval Yard—Bacon, Berry and Paeo

Whorewell, Haines and Henning; Rochford

and Brown; Sullivan; Taylorson and Dalsiel.

Buffs—Black; Ruler and Cloke; Dave

Wren and Tappett; Fitzpatrick and Hoonham;

Taylor; Brewster and Barker.

The game opened in a very sensational

manner, the Yarders invading the Buffs' terri-

tory, and for a time it seemed as if at any

minute the defence would be penetrated. The

pressure was relieved by Brown kicking post.

From the kick-off the Buffs settled to work, and

tried hard to break through the defence, but of

no avail. Then the surprise of the season took

place, and Sullivan put the Yarders one up.

This reverse seemed to disorganise the combina-

tion of the soldiers, and for a time the play was

confined to their end of the field. Fitzpatrick

and Hoonham carried the ball along the

wing, and the latter tested Bacon, but effected

a clever save at the expense of a corner. The

Yard forwards as the result of a wide passing

movement took the ball right into Buffs' goal

area, but luck was against them, Black effecting a

marvellous save in a scrimmage. Half-time

arrived with the score: N. Y., 1; Buffs, 0.

On resuming Dalsiel and Sullivan were con-

spicuous and gave Cloke a lot to do to hold them

in check. The Buffs broke away and, by what

seemed to many to be questionable tactics,

Brewster beat Berry, the ball rolling into the

net with Bacon appealing for a foul. Brewster

a minute later placed the leather in front of the

goal, but with no one near Bacon easily cleared.

The Buffs continued to press, and many chances

went begging. Eventually Taylor put his

team in front with one of his specialties, a crowded

defence giving Bacon no chance to save. A

minute later the same player converted a pass

from Hoonham. The Yarders were playing

a good uphill game, but want of training began

to tell, the result being that they fell an easy prey

to the military defence. Brewster added the

last goal from a corner-kick and the game

ended with the score: Buffs 4; N. Y., 1.

LEAGUE TABLE.

Goals. Points.
P. W. L. D. For. Agst.
R. G. A. 6 6 0 0 20 4 12
Buffs 7 6 1 0 32 5 12
R. E. 7 2 3 2 18 21 6
Kowloon 6 2 3 1 12 15 5
H. K. F. C. 7 1 5 1 7 25 3
Naval Yard 1 6 0 8 27 2

Second Division.

R.G.A. v. STR. COY.

Contrary to expectation this match was played,

and resulted in a win for the soldiers by three

goals to nil. The second goal for 87 Coy. was

the result of a well-placed kick from a corner

being deflected against the upright by Khan.

The "boys" have seldom been seen to less

advantage, and were without the services of the

brothers Goldenberg.

B. COY. v. LUSITANA.

These teams met on the Parade Ground on

Saturday. The soldiers had things pretty

much their own way and led at the interval by

three goals to nil. The second part of the game was very evenly contested, B. Coy only netting the sphere once. The game ended in a win for B. Coy by four goals to nil.

83 COY. v. MOSLEM.
This match was played at Lyman, and resulted in a run-away victory for the home team by nine goals to one.

LEAGUE TABLE.									
								Goals.	
P. W. L. D. For. Agst. Pts.									
83 Coy.	...	6	5	1	0	16	3	10	
88 Coy.	...	5	4	1	0	16	2	8	
B. Coy.	...	4	3	1	0	6	4	6	
87 Coy.	...	5	3	2	0	8	3	6	
B. O. C.	...	6	2	3	1	8	8	5	
Lusitana	...	6	0	5	1	2	24	1	
Moslem	...	4	0	4	0	1	19	0	

CRICKET.

League.

POLICE v. BUFFS.

This match was played at the Happy Valley

on the Police Ground and resulted in a win for

the Buffs. Scores:

POLICE.

J. Orr, b. Capt. Baird 8

T. H. King, b. Wynder 0

W. N. Edwards, b. Wynder, o. Baird 4

G. A. Woodcock, b. Wynder 4

E. H. Mallifer, o. Kelly, b. Capt. Baird 4

P. F. J. Woodhouse, o. Coleman, b. Wynder 2

W. Pitt, b. Capt. Baird 1

S. Bell, o. Wynder, b. Capt. Baird 1

A. O. Langley, o. Kelly, b. Wynder 0

J. Kerr, b. Wynder 0

W. W. Cooper, not out 4

Extras 10

Total 40

Bowling Analysis.

O. M. R. W.

L. C. Wynder 8.4 0 18 6

Lieut. Imrie 1 0 0 0

Capt. Baird 5 0 6 4

Bandman Coleman 2 0 6 0

Extras 0 0 0 0

Buffs.

Lieut. Hart, o. Bell, b. King 8

L. C. Wynder, o. Woodcock, b. Kerr 10

Serge. Wallis, o. Pitt, b. King 0

Lieut. Norman, b. Kerr 0

Lieut. Wedd, o. Kerr, b. Edwards 14

Lieut. Linn, retired 12

Pte. Miller, o. Langley, b. Cooper 29

Serge. Kelly, not out 14

Pte. Russell, Bandman Coleman and Capt. Baird not bat.

Extras 10

Total for 7 wickets 99

Bowling Analysis.

O. M. R. W.

J. Kerr 9 0 14 2

T. H. King 7 0 23 2

W. N. Edwards 5 0 25 1

S. Bell 5 0 19 0

W. W. Cooper 13 0 6 1

Extras 0

Total 100

ROYAL ENGINEERS.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 6th Ed-Liver's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

LOST.

IN Kowloon, A BROWN SETTER BITCH (12 months old), answers to the name of "BIDDY." Finder please communicate with—J. C. WILDIN, Care of Water Police.

Hongkong, 29th November, 1909. [1456]

SPECIAL NOTICE.

THE S.S. "KUEICHOOW," leaving on the Morning of the 1st December, will be the LAST SAILING THIS SEASON FOR TIENTSIN.

Applications for Freight and Passage should be sent in to this Office as soon as possible.

BUTTERFIELD & SWIRE, China Navigation Co., Ltd.

Hongkong, 29th November, 1909. [1457]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On THURSDAY, the 29th November, 1909, at about 5 P.M., at Kennedy's Causeway Bay Repository, The Sale will take place immediately after the drawing of Subscription Griffs THIS (MONDAY) Evening, about 5 o'clock.

The well-known Race Pony MARYLAND Winner of the Phoenix Stakes, Hongkong Spring Meeting, 1909.

Sold on account of the owner leaving the Colony. Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th November, 1909. [1459]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, On THURSDAY, the 2nd December, 1909, at 2.30 P.M., at his Sales Rooms, Duddell Street, AN ASSORTMENT OF JEWELLERY, Comprising—

LADIES' GUARDS, NECKLETS, SAPPHIRE, EMERALD, DIAMOND, RUBY and OPAL RINGS, BANGLES, KEYS, HUNTER WATCH, OREGON, GRAPHS, BRACELETS, SIGNET RINGS, PENDANTS, SOLID SILVER TEA SPOONS by Mappin and Webb, LADIES' and GENTS' SILVER and GOLD WATCHES, CHARMS, BROOCHES, LOCKETS, CUTLERY;

A Few Lots of BINOCULARS, (Army and Navy) and by Rosette's, TELESCOPES, CUTLERY, KAMAS TOYS, &c., &c., &c.

Particulars from Catalogue which will be issued.

Sale View on WEDNESDAY, A.M. Terms—As Usual.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 29th November, 1909. [1460]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, GYLLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"HIMALAYA," Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 11th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONOGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

816 and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "HIMALAYA," due in London on the 22nd January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

J. A. HAWETT, Superintendent.

Hongkong, 27th November, 1909. [1]

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON AND ANTWERP.

THE STEAMERS

"PEMBROKESHIRE" (LATE "SEGURA")

AND "CARMARTHENSHIRE"

Offering Superior Accommodation for First Class Passengers, will be despatched from HONGKONG as above about END OF JANUARY, and BEGINNING OF MARCH, respectively.

FARE TO LONDON ... £35.

A Stewardess and fully qualified Doctor are carried.

For further particulars, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 29th November, 1909. [1461]

NEW ADVERTISEMENT

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION. ACTION No. 157 of 1909.

Between JOHN HASTINGS Plaintiff and LAM FUK CHIU, Defendant. NETHERLANDS TRADING SOCIETY Garnishees.

NOTICE IS HEREBY GIVEN that a WRIT OF FOREIGN ATTACHMENT against all the property movable and immovable of the above-named Defendant within the Colony was issued on the 27th day of November, 1909, and is returnable on the 12th day of December, 1909.

Dated the 27th day of November, 1909. HASTINGS & HASTINGS, Solicitors for the Plaintiff, 14, Queen's Road Central, Hongkong.

1458]

AUCTIONS

BY ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction, On THURSDAY, the 2nd day of December, 1909, at 3 o'clock in the afternoon, at his SALES ROOMS, in Daddell Street, Victoria, Hongkong, The Following

VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES, IN FOUR LOTS:

LOT 1.—All that Piece or Parcel of ground situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as SECTION B of MARINE LOT No. 34 together with the message erections and buildings thereon known as No. 83, Bonham Street, area 1,669 square feet, Term 999 years. Annual Crown Rent, \$30.19.

LOT 2.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUB-SECTION 4 of SECTION B of MARINE LOT No. 6 together with the message erections and buildings thereon known as No. 6, Bonham Street, Term 982 years. Annual Crown Rent, \$6.00.

LOT 3.—All that Piece or Parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as SUB-SECTION 3 of SECTION A of KOWLOON INLAND LOT No. 713, together with the message erections and buildings thereon known as No. 384, Shanghai Street, Area 1,082 square feet, Term 75 years. Annual Crown Rent, \$2.50.

LOT 4.—All that Piece or Parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SECTION D of PRAYA RECLAMATION TO THE REMAINING PORTION OF MARINE LOT No. 37A (held under and upon the terms and conditions of two several Agreements relating to the Reclamation in front of Marine Lot No. 37A Remaining Portion dated respectively the 5th October, 1889, and the 9th June, 1899, and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong of the one part and Tsau Tak Tong of the other part and between the said Tsau Tak Tong of the one part and His Excellency Sir HENRY ARTHUR BLAKE, G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong and its Dependencies and Vice-Admiral of the same, of the other part; by the first of which Agreements the Governor agreed to grant to the said Tsau Tak Tong his executors administrators and assigns a Crown Lease of the said premises for the term of 999 years upon the terms and subject to the conditions in the said Agreement mentioned, and by the second of which Agreements in consideration of the Governor letting the said Tsau Tak Tong into possession of the said premises the said Tsau Tak Tong agreed (inter alia) to pay to the Governor the Annual Crown Rent of \$70.00, together with the message erections and buildings thereon known as No. 52, Connaught Road West and No. 1, Des Voeux Road West, Area 793 square feet. Proportion of Annual Crown Rent, \$15.50.

For further particulars and conditions of sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendor.

Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 15th November, 1909. [1419]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. D. GRAHAM, Esq., to Sell by Public Auction, On FRIDAY, the 3rd December, 1909, at 2 P.M., within his Residence, "Hayter," No. 106, the Peak, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE AND EFFECTS, including a COTTAGE PIANO, by E. Krauss, Stuttgart.

Some GOOD JAPANESE and CHINESE CURIOS. Catalogues will be issued. Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th November, 1909. [1455]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS: MITSUI BUSSAN KAISHA.

[1128]

ENTERTAINMENTS

IMMENSE SUCCESS

THEATRE ROYAL.

TO-NIGHT MONDAY, Nov. 29.

The Great English and American Success

THE WALLS OF JERICO.

From the Garrick Theatre, London.

LAST NIGHT!

OF THE

No. 1

BANDMAN

COMEDY CO.

PRICES: \$3, \$2 & \$1.

Book Seats at MOUTRIE & Co.

Doors Open 8 P.M. Commence 9 P.M.

Late Train to the Peak after Performance.

[1440]

THEATRE ROYAL.

COMING!

THE

MERRYMAKERS

6 NIGHTS ONLY 6

DECEMBER 6TH to 11TH.

MONDAY, 6TH DECEMBER.

TUESDAY, 7TH "

WEDNESDAY, 8TH "

THURSDAY, 9TH "

FRIDAY, 10TH "

SATURDAY, 11TH "

GRAND VAUDEVILLE AND ENTERTAINMENT Co.

A STRONG COMPANY OF

COMEDIANS, SINGERS AND

DANCERS.

BOOKING AT S. MOUTRIE & Co.

PRICES AS USUAL: \$3, \$2 & \$1.

[1454]

NOTICE.

IN THE MATTER of the Estate of EDWARD FRANCIS REGINALD POLE, deceased. All Claims against the above Estate should be sent in to the Undersigned before December 7, 1909, at H.B.M. CONSULATE GENERAL at Canton.

LANCELOT GILES, Official Administrator.

Canton, 22nd November, 1909. [1446]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

FOR SALE.

GERMAN Steamship

"FIUME," 1346/338 tons reg., as she now lies in the Port of Cebu in Damaged Condition.

For Particulars apply to SANDER WIELER & Co., Princes' Building.

Hongkong, 23rd November, 1909. [1438]

FOR SALE.

DERRINGTON, Peak Road No. 8.

For Particulars apply to—C. SCHROTER, King's Buildings, L.L.R.D.

Hongkong, 1st September, 1909. [1140]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO., 3, Duddell Street [50]

DAVID CORSAE & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO Sole Agents. [1674]

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,000
RESERVE FUND ... 250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

Our Fixed Deposits:

For 12 months ... 4 per cent.
For 6 " ... 3 1/2 " per cent.
For 3 " ... 2 1/2 " per cent.

EVAN OSMISTON, Manager.

Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 20,000,000
RESERVE FUND ... 15,900,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Kobe, Osaka, Lyons, Nagasaki, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Canton, Peking, Port Arthur, Dairen, Lianyung, Mukden, Tientsin, Ching Chinn.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 4 1/2 per annum

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BANKS.

NEDEELANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.90 (£229,529).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKYEREN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Five Deposits at the following rates:

12 months 4 1/2 per annum.

6 do 3 1/2 do.

3 do 3 do.

6 do 3 1/2 do.

C. WOLDRINGE, Manager, No. 16, Des Voeux Road Central.

Hongkong, 4th August, 1909. [26]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000. Reserve Fund ... Yen 1,500,000.

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D. TOHDOW, Manager.

Hongkong, 10th September, 1909. [1562]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000. — about Mex. \$7,222,222.

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NAPIER JOHNSTONES.
"SQUARE BOTTLE"
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SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [52]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1905
£19,121,310.

I. Authorized Capital ... £6,000,000
Subscribed Capital ... 3,750,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Fund ... 3,204,753 7 10
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHAW, TOMES & CO.,
Agents.
Hongkong, 14th August, 1906. [908]

NOTICE

HAVING been appointed AGENTS in
Hongkong for the WESTERN ASSURANCE
COMPANY, we are prepared to accept approved
European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1906. [1063]

ALL and every thing from
FATHER TUCK.
Popular Packets of
18 Selected X-MAS CARDS for 50 Cents Only.

CALCULATORS, HALF MAKES, PICTURE and
PAINTING BOOKS, MECHANICAL and ROCKING
ANIMALS, PICTORIAL PUZZLE POSTCARDS,
KINDERGARTEN, A.B.C. of ANIMALS,
ALBUMS, RELIEF SCRAPES, CHRISTMAS AUTO-
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GENUINE CHEAP SALE.

LESS THAN ROCK
BOTTOM PRICES.
Enquire within and be convinced.

HOOSAIN-ALI & Co.,

14, Queen's Road Central.
Hongkong, 2nd November, 1906. [41]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.

SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 55SG. at 26, 37 and
47.50 per 100; SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection invited.
WM. SCHMIDT & Co
Hongkong, 26th October, 1906. [1314]

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES.
FIRING 8 SHOTS in 2 SECONDS.
STIESSSEN & Co.
Hongkong, 5th March, 1907. [47]

Healthy Children

Can only be reared by giving suitable nourishment. If unable to feed your child, the proper substitute is a food that corresponds in all respects with human milk. The "Allenburys" Milk Foods are so prepared as to remove the difference between cow's milk and human milk, and are most easy of digestion. They are also suitable for the delicate and robust, and when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the natural food without fear of causing digestive disturbance.

The Allenburys' Foods.

MILK FOOD No. 1. MILK FOOD No. 2. MALTED FOOD No. 3.
From birth to 3 months. From 3 to 6 months. From 6 months and upwards.

A Pamphlet on Infant Feeding and Management, Free.

ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

BENGER'S

A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EFFECTIVE FROM OCT. 28th, 1906).
THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KORU MARU" and "SAIKO MARU" (2,877 tons each)
as follows:—

Leave—Shanghai (Steamer)	Thursday Saturday	Saturday or Sunday Monday or Tuesday
Arrive—Dairen	12.00 a.m.	Friday
Ar. — Mukden	9.49 p.m.	"
Lv. — " "	10.10 p.m.	"
Ar. — Changchun	5.30 a.m.	Monday
Lv. — " "	6.30 a.m.	Wednesday
Ar. — Harbin	3.30 p.m.	Saturday

SOUTH-BOUND.

Leave—Harbin (Russian Train)*	Thursday	Thursday	Saturday
Arrive—Changchun	11.25 a.m.	Friday	"
Lv. — " "	9.40 p.m.	"	"
Ar. — Mukden	10.00 p.m.	"	"
Lv. — " "	5.08 a.m.	Friday	Sunday
Ar. — Dairen	3.00 p.m.	"	"
Lv. — " "	"	"	"
Ar. — Shanghai (Steamer)	"	"	Sunday

* Russian Train Time is 25 minutes earlier than S. M. R. Time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "YAMATO").
At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the
Company's management.

FUSHUN COAL.

FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEUHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHU". Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

PASSENGER SEASON 1910.

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"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. PANNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. V. BINZER.

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WARE MERCHANTS. Wholesale
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THE
DIRECTORY AND CHRONICLE
FOR 1909

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DAILY PRESS" Office, or from Booksellers
throughout the Far East.

FRENCH PASSENGER LINER
IN COLLISION.

ALLEGED INEVITABLE ACCIDENT

In the Probate, Divorce, and Admiralty
Division of the High Court, London, recently,
(Before the Right Hon. Sir John Bigham,
President, sitting with two of the Elder
Brethren of the Trinity House.) An action
was brought by the owners of the
steamship *Djambi*, and her master and crew,
suing for loss of profits, against the owners of
the steamship *Polytechnic*, one of the Messageries
Maritimes line, to recover the amount of the
damage sustained by reason of a collision
between the two vessels off the Tanjong Pagar
East Wharf, Singapore, on January 11 last, in
consequence of which the *Djambi* sank.
According to the statement of claim, the
Djambi, a steel screw steamship belonging to
the Port of Batavia, of 321 gross tons register,
manned by a crew of 26 hands, was lying
properly and securely moored alongside the
Tanjong Pagar East Wharf completing the
loading of her cargo. The weather was fine
and clear, the wind about north-east, light, and
the tide half ebb of the force of about two to
three knots. In these circumstances the *Poly-
technic*, which had shortly before left Borneo
Wharf, instead of keeping clear, came on
at considerable speed, and with her stern
struck the port side of the *Djambi* in the
way of the after-hatch, a heavy blow, out-
ting into her and causing her to founder
almost immediately. According to the de-
fendants the collision was the result of an
inevitable accident, and could not have
been avoided by the exercise of reasonable
and ordinary maritime care and skill on
their part. Their case was that the *Polytechnic*,
a steel screw steamship of 6,363 gross tons
register, was in the North Channel, Kappel
Harbour, in the course of a voyage from
Borneo Wharf to Saigon with passengers,
mail, and cargo. The tide was running to
the eastward at about six knots, but variable in
force, and the wind southerly, a light breeze.
The *Polytechnic*, in charge of a duly licensed
pilot, was shaping a course to the south-east,
proceeding at various speeds, when she encoun-
tered a strong and unusual eddy so that she failed
to answer her port helm. Her engines were at
once put full speed astern and both anchors let
go, but before the way could be taken off her
stem collided with the port side of the *Djambi*.
The defendants further pleaded compulsory
pilots.

Mr. Laing, K.C., and Mr. D. Stephens
appeared for the plaintiffs; and Mr. Bailhache,
K.C., and Mr. Lewis Nod for the defendants.
The evidence and arguments were heard on
November 1, 3, and 4.

The President in delivering judgment
said that this was a case in which a steamer in
charge of a licensed pilot ran down a vessel
at her moorings. The law applied to the case
was laid down in the *City of Pella* (14
App. Cas. 40). [His Lordship then read from
the judgment of Lord Watson, at p. 43, and
dealt with the facts of the present case and the
evidence of the pilot and third officer of the
Polytechnic, in his opinion, Mr. Bailhache had com-
pletely failed to discharge the onus which was
upon him. The plaintiffs, of course, were at a
disadvantage, inasmuch as they could not call
evidence as to the orders given, and the pilot
and third officer were in the position of being
called upon to explain the accident, and he (the
learned President) relied on that evidence.
The defendants had cast about to find
some explanation of the disaster, and had
selected that of an abnormal current, which no
one had noticed before nor apparently after-
wards. Mr. Bailhache said that there was
nothing on board the ship to account for the
disaster; all the orders were carried out
and everything was in order, and therefore it
was impossible to attach blame to the ship, and
it was necessary to look outside for the cause,
which was the current. But he (the President)
did not believe that there was any abnormal
current, and although he did not mean to say
that a story had been concocted, he did mean
that they had probably been casting about after
the event for some cause which would not clash
with the loyalty they owed to their ship, and
they honestly thought that it must have
been some cause outside the ship and that
must have been an eddy. The pilot said
that at times there was a strong eddy, but
no independent witness had been called
by the defendants to say that there was any
abnormal state of tide at the time. Whereas
if it was so abnormal as to make it impossible
or unreasonable for the pilot to have observed
it; but no such current was stated to have
been there. He was advised by the Elder
Brethren, and agreed that the vessel was
negligent too close to the north side of the channel,
and that reducing speed was improper and not
unlikely to have led to the disaster. The de-
fendants had entirely failed to convince him
that the accident was due to an abnormal
current, and he was driven to the conclusion
that it was due to some mismanagement on the
Polytechnic herself.

NO COMPULSORY PILOTAGE.
The point had been taken that the *Polytechnic*
was in charge of a compulsory pilot, and he had
to deal with that point of law. It was a defence
which had to be clearly established before it
could be allowed to prevail. It appeared that
by an ordinance (No. 8 of 1879) of the Straits
Settlements, it was provided (section 1) that it
should not be lawful for any person to take any
ship out of Singapore except as provided by
that ordinance. By section 12 it was provided
that any person in charge of a ship which left
the harbour with a compulsory pilot should be
liable to pay the regulation pilotage, and that
in default of such payment double the amount
might be recovered by way of penalty before a magistrate. So the
law remained until April, 1885, when by another
ordinance section 82 of the earlier ordinance was
repealed; and by a later enactment "The Pilot
Ordinance, 1905," the whole of the ordinance of
1879 was repealed. If, therefore, pilotage was
made compulsory by that ordinance it certainly
ceased to be compulsory in 1905. It was said,
however, that compulsory pilotage was estab-
lished by an ordinance of April 7, 1905, and by
certain acts done in pursuance thereof. The
Tanjong Pagar Dock Board was a body in-
corporated under that ordinance, and in the
board's rules and regulations, No. 2, under
the heading "Towage," was as follows:—
"Vessels requiring to be towed to or from
the wharves, or assisted when berthing, shall
pay by a tug, shall be piloted by a licensed
pilot unless the board be satisfied that the vessel
and her crew are competent to handle her, and
shall only employ the board's tug. Should any
other tug or launch be used without the per-
mission of the wharf superintendent the same
charge will be made as if one of the board's own
vessels had been employed." He was quite
clear that that rule did not make pilotage com-
pulsory; it did not purport to do so, and no pen-
alty was attached to the omission to employ a
pilot. There would be judgment for the plain-
tiffs, with costs.

On the application of Mr. ROAD, his LORD-
SHIP granted a stay for 21 days.
Solicitors—Clarkson and Co. for plaintiffs;
Gallatly and Co. for defendants.

DINNEFORD'S
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The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.

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EXEMPTION FROM JURY SERVICE.

The publication of an official notice informing
Territorialists of the steps they must take to secure
the enjoyment of their statutory exemption
from jury service has caused attention to be
directed to the grounds on which other favoured
members of the community are allowed to escape
the civic duty. The reason why some callings
are included in the exemption schedule of the
Juries Act is obvious enough, says the *Globe*.
Who would desire "keepers in public lunatic as-
ylums" to abandon their patients for the purpose
of listening to the more or less rational tales told
by railors and witnesses in the courts? There
are, however, several other callings in which the
reason for exemption is far less apparent. Why,
for instance, should dentists enjoy a privilege for
which stockbrokers would ask in vain?
The principle on which the members of certain
callings have been exempted from jury service
is, of course, that their temporary withdrawal
from their occupations would be inconvenient
and detrimental to the public. How would the
welfare of the community be imperilled by the
occasional absence of dentists from their operat-
ing rooms? Everybody who recalls the
protest of the chemist who was empanelled to
serve on the jury in the famous case of
"Bartell v. Flinders" will be disposed to agree
with the exemption of apothecaries. The doc-
tor's claim to exemption is certainly not less
irresistible. Unlike some professional men,
whose business may be carried on by assistants,
they must attend to most of their patients in
person. The value of a doctor's services lies
largely in their continuity. A dentist's services
can scarcely be said to possess this merit in the
same degree.

Ministers of religion, notwithstanding their
eminent respectability, have been exempted
from jury service from earliest times. Mr.
Locky, adopting the opinion of older au-
thorities, explains that originally they owed the
privilege to the strong feeling that existed
against priests being parties to capital charges,
to their customary acts of intercession on the
part of criminals, and to the right of sanctuary
that was accorded to the churches. In a more
prosaic age the exemption of ministers of
religion may be defended on the ground that
clergymen should always be accessible to their
parishioners. More than one well-known writer
on the jury laws has, however, ventured to doubt
whether the exemption should be continued.
Why should every man who becomes the pastor
of a little chapel be spared the performance of a
civic duty?

Some forty classes of persons, in all, enjoy
the privilege of exemption. They include peers
and members of the House of Commons, and
the officers of both Houses. Since the
Legislature would find it very inconvenient to
proceed without their important labours in the
absence of their officials, the exemption would
appear to be quite as desirable in the one case
as in the other. The list of exemptions includes
naval and military officers on full pay, and all
the officials of the Post Office and Inland Revenue.
The exemption of naval and military men is
rather more easy to understand than that of Post
Office and other Government servants. Ap-
parently the only ground on which civil ser-
vants are exempt is that they cannot conveniently
be spared, a plea to which the Government,
when a Juries Bill has been before Parlia-
ment, has not been inclined to attach so much
importance when it has been advanced by
private employers.

There are a few favoured individuals who
owe their freedom from jury service to the
ancient privileges of the corporation to which
they belong. Among them are the Brethren of
Trinity House and the members of the Jersey
Docks and Harbour Board. Many years ago
the Judicial Commissioners recommended that
"all exemptions on the ground of charter,
prescription, or otherwise than by statute, should
be abolished, and that the list of exemptions
should be narrowed as far as possible; the
exemptions being limited to persons whose
avocations render them undesirable as jurors, or
whose duties are of such a character, and would
be so far interrupted by their service on juries,
as to occasion practical detriment to the public."
Even in the most narrow list of exemptions the
registered pilot would, doubtless, continue to
have a place.

Everybody who is officially connected with the
administration of justice, from a judge to an
usher, is exempt. The privilege is shared by
the members of both branches
of the legal profession. It is not enough,
however, for a man to be a bar-
rister to keep outside the jury box. The privi-
lege belongs only to those members of the
profession who are in actual practice. "In
almost all business," Chief Justice Erie once
said, "the business can be carried on by another;
a firm can be managed by a bailiff; a counting
house by a clerk; but if you wish to have your
right maintained at law, there is perhaps but
one man whose services would be satisfactory
to yourself." Perhaps an equally strong
reason for the exemption of barristers is that
some injustice might sometimes be done if a
jury contained a professional friend or rival of
the advocate addressing it.

By some persons the exemption of all citizens
above the age of sixty is regarded as a pleasing
tribute of respect by the State to old age. It
is really a protection of the interests of litigants.
The State has endeavoured to prove that every
jurymen should be in the full possession of his
faculties. How far the attempt has been suc-
cessful only those accustomed to observe the
vagaries of juries are competent to tell.

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SCOTCH WHISKY.

SOLE AGENTS IN
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A. S. WATSON & Co., Ltd.
1373

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"VANDALIA"
Captain Kurlberg, having arrived, Consignees
of Cargo are hereby informed that their goods
are being landed and placed at their risk in the
warehouses and/or extra-barracks Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence delivery may be
obtained against Bills of Lading countersigned
by the Undersigned.

Optional Cargo will be carried on unless
notice to the contrary be given before TO-DAY.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th inst. will be subject
to rent.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 27th inst., at 3 P.M.
No Fire Insurance will be effected by us in
any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd November, 1906. [1443]

S.S. "TOKIN"
COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex
s.s. "Matapan" and "Cordovan" from
Bordeaux ex "F. Leroy Lallier," in connection
with above Steamer are hereby informed that
their Goods with the exception of Treasure and
Valuables are being landed and stored at their
risk into the Godowns and/or extra-barracks
Godowns of the Hongkong Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 29th inst., at NOON, will be
subject to rent and landing charges.
All claims must be sent in to us on or before
the 29th inst., or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Agent.

Hongkong, 22nd November, 1906. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA."
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Malwa" and
"Marmora."
From Australia, ex s.s. "China."
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
intimation is given to the contrary within
6 hours.

Goods not landed by the 1st Dec. at 4 P.M.
will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised. No claims will
be admitted after the Goods have left the
Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 25th November, 1906. [1]

SHIPPING.

ARRIVALS.
AMIGO, German str., 822, H. Franson, 27th Nov.—Shanghai 22nd and Kowloon 26th Nov.—General—Jensen & Co.
ANANDA, British str., 1,109, Sangster, 27th Nov.—Singapore 20th Nov., General—McBain.

ANHU, British str., 1,259, J. B. Harris, 28th Nov.—Shanghai 26th Nov., General—Butterfield & Swire.
BRECONSHIRE, British str., 3,654, J. C. Tomlinson, 28th Nov.—Japan and Shanghai 25th Nov.—General—Jardine, Matheson & Co.

CALCHAS, British str., 4,278, G. A. Rodway, 27th Nov.—Shanghai 24th Nov., General—Butterfield & Swire.

CHENAN, British str., 27th Nov.—Canton.
CHITUM, Chinese str., 1,177, C. Stewart, 27th Nov.—Shanghai 24th Nov., General—C. M. S. N. Co.

CHOSHUN MARU, Japanese str., 1,301, T. Suruga, 28th Nov.—Swatow 27th Nov., General—Osaka Shosen Kaisha.

CHRYAN, British str., 1,424, M. Courtney, 27th Nov.—Shanghai and Swatow 26th Nov., General—Jardine, Matheson & Co.

HAITAN, British str., 1,183, J. S. Roach, 28th Nov.—Swatow 27th Nov., General—Douglas, LaPrairie & Co.

KALGAN, British str., 1,143, E. J. Pottinger, 26th Nov.—Newchwang via Chefoo 20th Nov., General—Butterfield & Swire.

KASHING, British str., 1,143, H. E. Laver, 28th Nov.—Chinghai and Swatow 27th Nov., General—Butterfield & Swire.

KIANG PING, Chinese str., 1,222, N. Udden, 27th Nov.—Newchwang 15th Nov., General—Order.

KURICHOW, British str., 1,249, W. B. Brown, 27th Nov.—Tientsin 21st Nov., General—Butterfield & Swire.

KWITANG, British str., 1,012, Dawson, 26th Nov.—Chefoo 20th, Wei-hai-wei 21st and Tientsin 22nd Nov., General—Butterfield & Swire.

SHIRANO MARU, Japanese steamer, 3,960, K. Kawan, 28th Nov.—Seattle 26th October, General—Nippon Yusen Kaisha.

SILVIA, German str., 4,198, Parselius, 27th Nov.—Shanghai 24th Nov., General—Hamburg-Amerika Linie.

TAIYUAN, British str., 1,459, I. Dawson, 25th Nov.—Melbourne 23rd Oct., General—Butterfield & Swire.

TAMING, British str., 1,350, C. H. Pennafather, 26th Nov.—Manila 23rd Nov., General—Butterfield & Swire.

TEURIGAN MARU, Japanese str., 2,560, U. Nagatsun, 27th Nov.—Mitsui Bussan Kaisha.

DEPARTURES.

ANGHIN, German str., for Swatow.
ARATON, British str., for Singapore.
ASATE, British str., for Europe, &c.
C. DIEDERICHSEN, Ger. str., for Haiphong.
CHINA, Austrian str., for Singapore.
DAITA MARU, Japanese str., for Wakamatsu.
HILAT, German str., for Canton.
HUMAN, British str., for Canton.
KURICHOW, British str., for Canton.
KWANGSANG, Chinese str., for Shanghai.
RUH, British str., for Manila.
SANUKI MARU, Japanese str., for Kobe.
28th November.

AMIRAL OLEY, French str., for Shanghai.
ANANDA, British str., for Tientsin.
CHENAN, British str., for Shanghai.
CHITUM, Chinese str., for Canton.
COVENE, British str., for Saigon.
DAIJIN MARU, Japanese str., for Swatow.
FRITZGRO, Norwegian str., for Haiphong.
KALGAN, British str., for Canton.
MARIN, German str., for Haiphong.
SILVIA, German str., for Singapore.

SHIPPING REPORTS.

The British str. *Calchas* reports: Rough sea and strong winds.
 The British str. *Breconshire* reports: Mod. N.W. winds and fine weather.
 The British str. *Kalgan* reports: Strong N.E. monsoon, fine and clear weather.
 The British str. *Taming* reports: Light northerly winds to 16th Parallel, thence strong N.E. winds, rough sea, moderating towards arrival.

VESSELS IN DOCK.

Kowloon Dock—H.M.S. *Bar*, H.M.S. *Other*, H.M.S. *Rainha*, *Amelia*, *Sui Tai*, *Kwiberg*, *Burton*, *Kwongtung*, *Haiman*, *Lekin*.
Taikeo Dock—*Kanchow*, *Wynerie*, *Devonwong*, *Anglia*.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."
 Captain A. E. Gaudes, will be despatched for the above ports TO-MORROW, the 30th inst., at 3 p.m.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 24th November, 1909. [1441]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to call at the Malabar Coast.)

THE Steamship

"WYNERIC"
 will be despatched for the above Ports WEDNESDAY, the 1st December, 1909.
 For Freight, apply to
ARNHOLD, KARBBERG & Co.,
 Agents.
 Hongkong, 27th November, 1909. [1345]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK
 "LOWTHER CASTLE" On 7th Dec.
 FOR NEW YORK
 "SHIMOSA" 22nd Dec.
 For Freight and further information, apply to
DODWELL & Co., Ltd.
 Agents.
 Hongkong, 29th November, 1909. [1389-1450]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 1st Dec.
LONDON &c. VIA USUAL PORTS OF CALL.	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.N.R.	P. & O. S. N. Co.	On 11th Dec., at Noon.
HAMBURG & ANTWERP VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k w.	Schwinghammer	HAMBURG-AMERICA LINE	On 6th Dec.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARABA	Ger. str.	k w.	Newmann	HAMBURG-AMERICA LINE	On 20th Dec.
HAVRE, ROTTERDAM & HAMBURG, &c.	SILHIA	Ger. str.	k w.	Bohm	HAMBURG-AMERICA LINE	On 13th Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	SENHAMBIA	Ger. str.	k w.	Bohm	HAMBURG-AMERICA LINE	On 1st Jan.
COPENHAGEN, COPENHAGEN & BALTIC PORTS.	CAVON	Swed. str.	—	v. Dohren	HAMBURG-AMERICA LINE	On 15th Jan.
MARSEILLES, &c. VIA PORTS OF CALL.	ERNEST SIMONS	Frenc. str.	—	Girard	MESSAGERIES MARITIMES	About end of Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	S. Horiuchi	NIPPON YUSEN KAISHA	On 7th Dec., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 8th Dec., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUEVIA	Ger. str.	k w.	A. Christiansen	NIPPON YUSEN KAISHA	On 22nd Dec., at D'light
MARSEILLES, HAVRE, COPENHAGEN, &c.	SLAM	Dan. str.	—	Solmer	HAMBURG-AMERICA LINE	On 5th Jan.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	KLEIST	Ger. str.	—	O. Pahnke	MELCHERS & Co.	On 1st Dec., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRAMAYO	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 14th Dec.
BOSTON & NEW YORK	WYDERO	Brit. str.	—	—	DODWELL & Co., Ltd.	On 22nd Dec.
BOSTON & NEW YORK	LOWTHER CASTLE	Brit. str.	—	—	ARNHOLD, KARBBERG & Co.	On 1st Dec.
ST. LOUIS & NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 4th Dec., at 7 a.m.
VANCOUVER, B.C. & SEATTLE VIA JAPAN.	AMERICA	Brit. str.	—	J. Boyd	CANADIAN PACIFIC R. Co.	On 23rd Dec.
VANCOUVER, B.C. & SEATTLE VIA JAPAN.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 15th Feb., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHIRANO MARU	Jap. str.	—	K. Kawan	NIPPON YUSEN KAISHA	On 7th Dec., at Noon
TACOMA VIA SHANGHAI & JAPAN	AKI MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 4th Dec., at Noon
CALLAO, IQUITQUE, &c. VIA JAPAN PORTS, &c.	MANHUA MARU	Jap. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	On 17th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	AIYUAN	Ger. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 10th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	SPRING WALDEMAR	Jap. str.	—	P. Isaka	MELCHERS & Co.	On 1st Dec., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	KYUNO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 24th Dec., at Noon
YOKOHAMA, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 21st Jan., at Noon
YOKOHAMA, KOBÉ & YOKOHAMA	YAMATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 18th Dec., at D'light
YOKOHAMA, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sakino	NIPPON YUSEN KAISHA	On 22nd Dec., at Noon
YOKOHAMA, KOBÉ & YOKOHAMA	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 11th Dec., at D'light
YOKOHAMA, KOBÉ & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	About 11th Dec.
JAPAN	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIGN	Quick despatch.
TIENTSIN	KURICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	NAMING	Ger. str.	k w.	M. E. Lake	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	STHOMIA	Ger. str.	—	Brehmer	HAMBURG-AMERICA LINE	On 1st Dec.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	GOBERN	Ger. str.	1 m.	B. Wilhelm	MELCHERS & Co.	About 1st Dec.
SHANGHAI, YOKOHAMA & KOBÉ	NIPPON	Dut. str.	—	—	MELCHERS & Co.	On 2nd Dec.
SHANGHAI	ANHU	Brit. str.	1 m.	M. Courtney	BUTTERFIELD & SWIRE	On 2nd Dec., at 4 p.m.
SHANGHAI	CHONGSANG	Brit. str.	—	C. W. Watkins, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 4th Dec.
SHANGHAI	SHIGLIA	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 5th Dec., at D'light
SHANGHAI	LIAN	Brit. str.	1 m.	Broc	MESSAGERIES MARITIMES	On 6th Dec., p.m.
SHANGHAI	POLYNESIAN	Frenc. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	On 8th Dec.
SHANGHAI	YATOHU MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 9th Dec., at 4 p.m.
SHANGHAI	CHIRHUA	Brit. str.	1 m.	—	HAMBURG-AMERICA LINE	On 10th Dec.
SHANGHAI	SCANDIA	Ger. str.	k w.	P. W. H. Snow	P. & O. S. N. Co.	About 10th Dec.
SHANGHAI	DELIA	Brit. str.	—	Bonmar	JAVA-CHINA-JAPAN LIGN	Quick despatch.
SHANGHAI	PAICHI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	SIAM	Dan. str.	—	—	MELCHERS & Co.	On 23rd Dec.
SHANGHAI	DAIGI MARU	Jap. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	On 5th Dec., at 10 a.m.
SHANGHAI	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LIPRAIK & Co.	To-morrow, at 10 a.m.
SHANGHAI	HAITAN	Brit. str.	2 h.	Hodgins	DOUGLAS LIPRAIK & Co.	On 3rd Dec., at 10 a.m.
SHANGHAI	SINGAN	Brit. str.	1 m.	Jamson	BUTTERFIELD & SWIRE	On 3rd Dec., at 10 a.m.
SHANGHAI	TAMING	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
SHANGHAI	YUENANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 3rd Dec., at 4 p.m.
SHANGHAI	YUENANG	Brit. str.	—	R. Bodger	BUTTERFIELD & SWIRE	On 4th Dec., at Noon
SHANGHAI	ZAFIRO	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th Dec., at 3 p.m.
SHANGHAI	TEAN	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 10th Dec., at 4 p.m.
SHANGHAI	YUENANG	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & Co.	On 11th Dec., at Noon
SHANGHAI	KAIFONG	Brit. str.	1 m.	Mathies	BUTTERFIELD & SWIRE	On 3rd Dec., at 4 p.m.
SHANGHAI	BOYNO	Ger. str.	—	F. Sembl	MELCHERS & Co.	On 11th Dec., at Noon
SHANGHAI	MOYORI MARU	Jap. str.	—	J. C. Richards	NIPPON YUSEN KAISHA	On 2nd Dec.
SHANGHAI	LIGHTNING	Brit. str.	—	A. E. Gaudes	DAVID SASSOON & Co., Ltd.	To-morrow, at 5 p.m.
SHANGHAI	ANABA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st Dec., at 5 p.m.
SHANGHAI	FOOKANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th Dec., at 5 p.m.
SHANGHAI	THAIATAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LIGN	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 23rd December.
SUVERIG	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,687	P. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 29th November, 1909.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. O. FARNKE	{Wed'ay, 1st Dec., at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"GOEBEN" Capt. B. WILHELM	{About Wed'ay, 1st December.
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	{Friday, 3rd Dec., at D'light
YOKOHAMA & KOBÉ	"PRINZ SIGISMUND" Capt. D. LENZ	{About Saturday, 11th December.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBL	{Middle of December.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 24th November, 1909. [15]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" SAT., 4th Dec.	"EMPERESS OF BRITAIN" Fri., 31st Dec.
"EMPERESS OF JAPAN" SAT., 1st Jan.	"ALLAN LINE" FRIDAY, 28th Jan.
"EMPERESS OF CHINA" SAT., 29th Jan.	"EMPERESS OF IRELAND" Fri., 25th Feb.
"MONTEAGLE" TUESDAY, 15th Feb.	
"EMPERESS OF INDIA" SAT., 25th Feb.	"EMPERESS OF IRELAND" Fri., 25th Mar.
"EMPERESS OF JAPAN" SAT., 26th Mar.	"EMPERESS OF IRELAND" Fri., 22nd April

Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers } \$45
 and 1st Class Railway } \$45

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBÉ & YOKOHAMA	"POLYNESIAN" Capt. Broc	{On 6th Dec., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	{On 7th Dec., 1 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	"OCEANIAN" Capt. Solier	{On 20th Dec., P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	{On 21st Dec., 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
 Queen's Buildings.
 Hongkong, 24th November, 1909. [2]

VESSELS ON THE BERTH

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" On 14th Dec., 1909.
 For Freight and further information apply to—

SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 25th November, 1909. [1414]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

For Further Particulars, apply to:—

E. A. HEWETT,
SUPERINTENDENT

Floor: Street, E.C.